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NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECIALLY
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
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ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

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ENLARGEMENTS ON BROMIDE PAPER
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ALL KINDS OF WORK DONE FOR AMATEURS.
8, QUEEN'S ROAD CENTRAL.

"HARLENE" FOR THE

THE VERY FINEST DRESSING.
SPECIAL PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR
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STRENGTHENS THE ROOTS
REMOVES DANDRUFF
ALLAYS ALL IRRITATION.
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1s. 2s. 6d. and 3s. 6d. (size 4). 6d. per
bottle, from Druggists, etc., all over the world.
EDWARD HARLENE CO., 35 & 36, HIGH HOLBORN, LONDON, E.C.4.



RAINIER BEER

IS THE BEST BEER THAT HAS EVER
BEEN BREWED IN THE WORLD.

IS THE ONLY BEER THAT IS
BOTTLED IN THE U.S.A.
Per Case 6 Condensed Pints, \$13.50.
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A. S. WATSON & Co.,
Limited,
WINE & SPIRIT MERCHANTS, AND
HONGKONG DISPENSARY.

LOG CABIN
IN YOUR PIPE
Smoke it.Milkmaid
BRAND

Milk
Guaranteed
Full Cream.



Largest Sale in the World.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that
every bottle bears upon its RED
LABEL, the signature in WHITE
of Lea & Perrins. None is the origi-
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without this. Persons infringing
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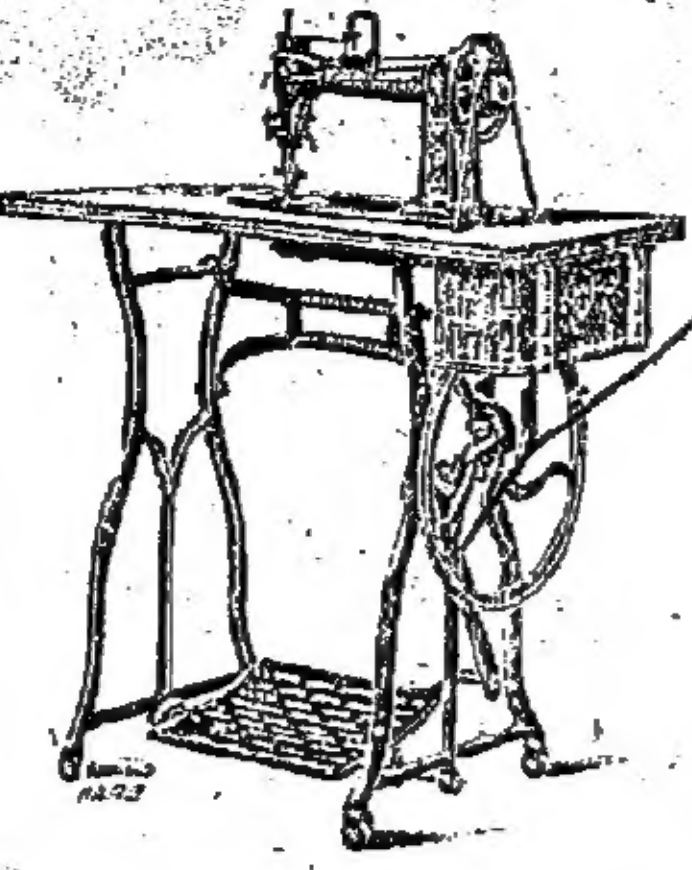
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Natural Toilet Preparations.
Toilet "Lanoline" is infallible toilet.
It's right skin beauty, and makes delicate
complexion from any skin.
"Lanoline" Toilet Soap
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5, EYFORTH TERRACE.

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Orders promptly attended to.

Retail Price Lists may be had on applica-

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Hongkong, August 20, 1901. 1709

JUST UNPACKED.

BEST GERMAN SAUSAGES of a

well-known make in Small and Large

Tins of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTON, JR.,

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Hongkong, July 15, 1901. 151

THE CHINA AND JAPAN

TELEPHONE AND ELECTRIC

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HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

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EXCHANGE LINES.

\$30 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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For full particulars, &c., &c.,

Apply to

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Manager.

Hongkong, December 12, 1900. 148

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By G. TAYLOR, I. M. Customs.

With Woodcuts.

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(In English and Chinese.)

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FOR SALE.

\$400 MEXICAN.

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Ridden Three Months.

"HAMMOND"

Hongkong, September 3, 1901. 1840

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RURAL BUILDING Lot No. 1, situated

upon Mount Garden, the Peak,

together with the FOUR HOUSES standing

thereon. The Owner is prepared to

accept any offer for the whole lot or to sell

the houses separately, subject to the existing

tenancies. Any portion of the purchase

money can remain on Mortgage at 8 per

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apply to

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Supreme Court House.

Hongkong, August 24, 1901. 1762

FOR SALE.

JOHN GRAHAM'S Choice "FIVE

CROWN" PORT. Well-known to

connoisseurs in the East.

G. C. ANDERSON,

30, Des Voeux Road.

Hongkong, June 14, 1901. 1251

Auctions.

PUBLIC AUCTION.

The Undersigned has received instruc-

tions to Sell by Public Auction,

on

TUESDAY,

the 10th September, 1901, at 11 a.m., at

his Sales Rooms, 10, D'AGUIAR STREET,

2,300 BOXES MANILA CIGARS.

Comprising:

ESPECULOS, PERAN, HAVANOS, LON-

GROS, LAGERS, FINOS, CIGARAS HABANOS,

CIGARAS, BURELINDOS, ETC., ETC.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, September 4, 1901. 1805

PUBLIC AUCTION.

The Undersigned has received instruc-

tions to Sell by Public Auction,

on

THURSDAY,

the 12th Sept., 1901, at 2.30 p.m., at

No. 12 Seymour Terrace, for Account

of the Estate of the late E. H. Joseph.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

Comprising:

SILK TAPESTRY COVERED DRAWING

ROOM SUITE, BLACKWOOD CABINET, KASEL

AND STUCCO, CHIFFONIER, OVERMANTLES WITH

PAINTED GLASS, FINE BRASS FRIDGES,

MAYE, MANTLE CHIMNEY, TAPESTRY AND

LACE CURTAINS, JAPANESE COLOSSEUS

VASES, ORNAMENTS, etc., etc.

TEAK SIDEBOARD, DINING TABLE, DINING

WAGGONS, TEA AND OCCASIONAL TABLES,

CUTLERY, ELECTRO-PLATED, GLASS AND

CHINA WARE, etc., etc.

BATHROOM FURNITURE, TEAK WARD-

ROBIN, DRESSING TABLE, MARBLE TOP

WASHSTANDS, etc., etc.

BATHROOM and PANTRY requisites.

1 COTTAGE PIANO by J. Brinsford

and Son.

1 MILLINER'S SAFE.

On View from Wednesday, the 11th Sept.

Catalogues will be issued.

Terms:—Cash on Delivery.

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Hongkong, September 3, 1901. 1849

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AMERICAN SYSTEM

DENTISTRY

AT

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CHADWICK K&W,

(LATE OF POATE AND NOBLE.)

Hongkong, July 12, 1897. 2536

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Lately Practising with Dr. I. SARATA

DENTIST

No. 4, Queen's Road Central.

Hongkong, January 1, 1898. 3

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TO LET.

GODOWN—PRAYA, KENNEY TOWN.

Apply to

THE HONGKONG LAND INVEST-

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PEARL.

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Hongkong, July 16, 1901. 1478

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(FROM 1st AUGUST NEXT).

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NOS. 1 & 2, "WILD DELL," WAN-

CHAI ROAD.

Apply to

SANG KEE,

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Hongkong, August 31, 1901. 1500

Intimations.

HONGKONG HIGH-LEVEL TRAM-

WAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 15 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 15 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 15 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 15 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

7.30 p.m. to 8.00 p



THE BEER THAT MADE MILWAUKEE FAMOUS.



ALL THE WORLD KNOWS SCHLITZ;
HALF THE WORLD DRINK IT;
AND THE OTHER HALF OUGHT TO.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
SOLE AGENTS.

IS THE HOT SPELL DUE TO VARIATIONS IN THE SUN?

Reports from the Western States of crops seriously damaged, of live-stock perishing, and of heat-records broken have been matters of daily occurrence. The excessive heat has not, however, been limited to any particular section of the United States, nor to the United States itself. In European countries, and generally throughout the northern hemisphere, the summer has been one of unusual fervency. Garrett P. Serviss sees in this fact 'convincing proof' that the earth is a satellite of a variable star, and he explains himself (in *The Journal*, New York) as follows:

'Only on the assumption that the source of terrible heat is directly in the sun and due to an extraordinary increase in its effective radiation can the widespread and long-continued nature of the present meteorologic disaster be satisfactorily explained. Local causes are insufficient. The earth itself contains no store of heat capable of accounting for the outburst, and the suggested explanation that we are passing through a region of space where an uncommonly high temperature prevails is invalidated; if for no other reason, by the fact that similar periods of excessive temperature have occurred many times within the limits of recorded history and in a certain cyclical order, while from what we know of the direction of motion of the solar system through space we can confidently affirm that the earth does not pass again and again through the same region.

All astronomers know that the face of the sun is blanketed with absorbing vapors, while its interior is much hotter than the glowing shell that we see. Strip off the vaporous blanket entirely, and the surface of the earth would probably burst into smoke and flame in the instantaneous rush of unbearable heat that would be poured upon it. Whenever, as occurs periodically, though not always to the same extent, the solar vapors are thinned, the heat from within leaps out through the weakened shell and strikes the earth and the other nearby planets with a breath of fire from the suddenly opened door of a blazing furnace.

This, says Mr. Serviss, is what has occurred this summer, and the same mysterious power that has sent forth these destroying blasts of heat is responsible also for the

spots upon the sun. That is the unusual heat and the sun-spots are results of the same solar convulsion. He continues:

'There are manifestations of the opening of a new sun-spot period before the spots themselves have begun to break forth in any number. Presently they will follow, and half-way between the equator and the poles of the sun congeries of black aureoles, with blazing, white patches about them, will break forth, and the spectroscopic will show, shooting upward from these volcanic centers of disturbance, immense masses of metallic vapor and gleaming hydrogen leaping hundreds of thousands of miles high and giving an impressive demonstration of the unimaginable might of the forces that wrench the center of the solar system. For the next four years these gigantic outbursts will increase in fury, and a corresponding series of terrestrial seasons, marked by great excesses of temperature, sudden contrasts, and extraordinary cyclonic disturbances, will follow.

'Nothing can be more certain than an increase in the near future in the number of auroral displays and magnetic storms, consequent upon the recurrence of the solar disorders. Dr. W. J. S. Lockyer has just shown by an elaborate comparison of data that there is a great sun-spot cycle, overlying the ordinary eleven-year cycle, once in thirty-five years, and that we are now at the beginning of this great cycle. Its culmination will coincide with that of 1870, cycle that was famous for its intensity.'

Lady: 'The feet of the ladies of your country are compressed, I believe? Japanese Attache "Oh, madam, that is a Chinese custom. We in Japan allow our ladies' feet to grow to their full size—' (politely)—'not that they can ever hope to rival yours, madam.'

'Give me a ham sandwich,' shouted the traveller at the bar of the refreshment room. Two seconds later he complained to the attendant, 'That was the worst sandwich I ever had. No more taste than sawdust, and not big enough to see.' 'You've got yer ticket,' returned the attendant contemptuously, 'this here's yer ham sandwich.'

NOTHING LIKE OIL.
'IN dealing with man, remember that a spoonful of oil will go farther than a gallon of vinegar.' The same may be said of children. There is nothing so good for children as the old-fashioned castor oil. However much they abhor it, it is their best medicine for disorders of the bowels. In the most severe cases of diarrhoea and dysentery, however, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given after the oil operates, and a quick cure is sure to follow. For sale by All Dealers. WATKINS, Ltd., General Agents.

REVIEW.

ASTING-ASTING STORIES AND OTHER STRANGE TALES OF THE PHILIPPINES. By Sargent Kayne. Boston, U.S.A.: Small, Maynard and Co., 1901.

These eleven short but powerfully written stories are by a new author. They give the simplest evidence of rare knowledge, acquired at first hand, of the many diverse races—shifty Tagalogs, crafty Moros, shapely Visayans—that people the Pacific Islands recently acquired by the States from Spain. The *astings-astings*, which gives title to the book, is the mysterious power of protection resident in a native charm, which may be a coin, a button, a bone, a stone—anything in fact. The native wearer of such a fetish is fearless of death, and immovable as rock, if acting under the warning of his potent charm: many of the stories give evidence of this. Half-naked pimps; barongs, the Moros' favorite weapon; swift warprigs; the deadly machetes, the keen native sword; big man-apes; huge mottled pythons; banas or local dog-outs; talisanes or Filipino banditti; guano birds whose hooting is full of meaning to the grossly superstitious native; flocks of brilliant hued hoarse-voiced parrots; the bejuno or jungle-ope with its wicked recurved thorax; the fruana, half hog and half buffalo; and the curious ceremonies surrounding the keeping of the macabla festival, are but a few of the spices and seasonings served up with the excellent literary fare here set before us. 'The Cave in the side of Curao' gives a lurid picture of the fiendish cruelty inherent in the Moro. In 'The Fifteenth Wife,' of a petty kinglet, the Sultan of Sulu, we are shown the crude horrible vengeance of a jealous hussar of the harem. 'The Conjurer man of Sarago' and 'The Spirit of Mount Apo' are both weirdly related. The book will be welcome to the shelves of all who are in quest of the new and curious in the ever-widening world of fiction. The stories are to the Philippines what some of Kipling's books are to India.

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES. Reprinted from 'The China Mail.' WITH AN APPENDIX.

To be had at the Office of this Paper. Messrs. KELLY & WATKINS, Ltd., And Messrs. W. BARNES & Co. Price 50 Cents.

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Best Value, compatible with Good Workmanship.
All Watches Guaranteed.
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Watches and Clocks repaired by Competent EUROPEAN EXPERTS.
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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
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SOLE AGENTS for Fukano, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otani, Tohmiyama, Tsubakuro, Yoshinetsu, Yoshio, Yuzukibara, and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, August 1, 1901.

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HOLLOWAY'S OINTMENT
Is an unfailing Cure
For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts, AND EVERY FORM OF SKIN DISEASE.
Manufactured only at 75, New Oxford Street, London. Sold by all Medicine Dealers.

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BEST FOR CLEANING AND POLISHING CUTLERY. 3rd GP 1st 2nd 3rd 4th.
KNIFE BOARDS
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JOHN OAKLEY & SONS
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The Physician's Cure for Gout, Rheumatic, Gravel, the most and most gentle Medicine for Infants, Children, Delicate Females, and the Sufferers of Pregnancy.
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
Sold Throughout the World.
N.B. ASK FOR DINNEFORD'S MAGNESIA.

ESTABLISHED 1870.
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DRAWING ROOM

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COOKING RANGES,

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and HOUSEHOLD

REQUISITES.

Photographic Goods of

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and CHEMICALS.

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PERSONAL

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HONEST LIQUORS

HONEST PRICES.

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WINE & SPIRIT MERCHANTS.

MEMOS FOR TO-MORROW.

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The publication of this issue commenced at 3.00 p.m.

The China Mail.

MONDAY, SEPTEMBER 9, 1901.

The terrible news that flashed through all lands and under all seas on Saturday will have sent, once more, a thrill of horror through the minds of the civilized world. Those who read the brief telegram—President McKinley shot, and not likely to recover—will stagger, and not without reason. We are not yet in possession of all the facts, but we know enough to fear for the life of the great American, and can only hope that he will recover. The increasing number of Kings, Queens and Presidents who fall by the hands of the assassin is a startling index to the attitude of a section of the people towards their rulers, and stands out in marked contrast to the general increased prosperity and happiness and the decrease of crime in civilized society. It is difficult to understand how it comes to pass that, with added prosperity and comfort coming every year more and more within the reach of all classes of the people, there should still lurk such strange ferocity in the breasts of our considerable section of them, and that Kings and Presidents should be marked out as the fatal victims of the assassin's dagger and revolver.

In looking back over the assassinations of the last half century, it will be found that they have become more frequent as we near its close. Within the last quarter there was but one complete victim, during the last twenty-five years there have been at least seven. Nor have these cowardly and revolting murders been confined to any one country or indeed to any one continent. They have disgraced Asia, Europe and America. These detestable murders have spared neither Kings nor Emperors, men nor women; they have shown no sympathy and drunk from no atrocity. Of those who have been well known to the world, President Lincoln was the first to fall. He was shot in a theatre, by James Wilkes Booth, on April 14, 1865. The next to fall was the Czar of Russia, Alexander II., who was killed by an explosive missile flung at him by a nihilist in the streets of St. Petersburg, March 13, 1881. This was indeed a fatal year for on July 2, President Garfield was shot by a disappointed officeholder named Guinan in the railway station at Washington. Though hopes were entertained of his recovery, for he lingered more than two months, the shot proved fatal. After Garfield's assassination, there was a period of more than ten years which was not such a bad one for the world, but the last six years of the closing century saw no less than five crowned heads drop before knife or bullet. On June 24, 1894, President Carnot was stabbed at Lyons. On the 1st of May 1898, the Shah of Persia was killed. Sator Canovas del Castillo, it is true, was not a crowned head, but he was the Prime Minister of Spain at the time of his assassination, which took place on August 7, 1897. The next victim was a woman, and the murder was the more cruel and unpardonable—if there can, by any chance, be any element of excusable atonement itself to any of these ferocious deeds—because she at least was in no way responsible for any burdens that harsh laws may have pressed upon any section of her Consort's kingdom. The Empress of Austria was stabbed on September 10, 1898. The last to fall was the late King of Italy who was assassinated on July 29, 1900, at Monza. In addition to these there was the happily unsuccessful attempt to murder our present King while passing through Belgium, and the recent attack upon the German Emperor at Kiel.

No one can read this list without feelings of horror and indignation, nor discuss it without a desire that those who are guilty of such unpardonable enormities, should, in some way, receive a more severe punishment than usually falls upon the heads of common murderers. It will be seen, too, that these crimes have not been perpetrated upon any one type of ruler. The autocratic Shah of Persia and the Czar of Russia lie side by side with the more liberal-minded and people-loving Presidents of the United States. A constitutional monarch, like the King of Italy, whose only fault was that he refrained from interfering with the recognised form of Government, shares his fate along with the President

of the French Republic. Nor does religion, apparently, go for anything. The Mohammedans of Persia, the Roman Catholics of the South of Europe, and the Protestants of America have all alike inhaled their hands in the blood of their rulers. In some cases the motive of the cowardly assassinations can be distinctly traced, as in the case of Garfield's murder. Bitter disappointment at not getting the place he thought to be within his reach was the motive that moved the hand of Guinan to fire the fatal shot. Personal hatred and desire of revenge will explain others. But it will appear that most of them have been perpetrated, not by those who have any cause of personal quarrel or animosity, or any determination to gratify a personal revenge, but they have been done by the secret societies of nihilists and anarchists, whose sworn and declared purpose it is to sweep away all Kings and Rulers, and so make the danger that lurks underneath the crown so great that no one will be found willing to accept both the honour and the danger. How far they will succeed in their aim will show. Where there has been an autocratic absolutism and a right-handed overruling of the rights of the people, it can easily be understood that men will join themselves into societies to counteract this, and that they will with their own hands overthrow the existing government and inaugurate a new one. But this right-handed overruling of the rights of the people, history fails to prove, and we are driven to the conclusion that they have been the victims, for the most part, of these secret combinations of a murderous and unscrupulous purpose. It is to be hoped that the future will show that the world is not so far from the goal of a more just and equitable government.

Notwithstanding the fact that Messrs McAuliffe and Slavin, the promoters of the boxing exhibition at the City Hall on Saturday evening, were handicapped severely by the non-appearance of a number of local boxers (all soldiers), who had consented to their names appearing on the programme, a very good show was put up. We understand that the soldiers struck for better terms, but it was a rather mean way of enforcing their claim. That well-known and respected local sportsman Mr Bailey, however, stepped into the breach, and made an excellent show against both the champions. Messrs Hughes and James gave a rather good six-rounds sparring exhibition, which was followed by McAuliffe's wonderful performance of one swinging. McAuliffe wielded a couple of axes in the most daring and dexterous fashion after the style of Indian Club exercises. Mr Bailey then gave Slavin a hot five rounds, and at the end appeared as fresh as when he started. Slavin's height and appearance in the ring created a good impression, but Mr Bailey waited round him with surprising agility. McAuliffe and Pennington then went on. The latter looked quite a boy against his formidable opponent. He was smart, but wasted his energy in running too much round the ring. He got giddy in the fourth round, and running his jaw on to McAuliffe's sledgehammer fist came a cropper. It was announced after the interval that Mr Bailey would put on the 'Mits' against McAuliffe. Mr Bailey was loudly applauded on reappearing in the ring. He gave his sturdy, well-trained rival a very good fight indeed, and quite delighted the spectators by the manner in which he stood up to and forced McAuliffe. At the end, he was fresh enough to clear the ropes at a bound. His performance against so fine a man as McAuliffe undoubtedly was highly commented on, and it is to be regretted that he now retires from the ring altogether owing to pressure of business. D. Allen and H. Rodgers fought six rounds for a purse, and were very evenly matched indeed, the verdict being given a draw. The bit-bit of the evening was the slogging match between McAuliffe and Slavin. The former showed himself the superior man, though both showed excellent fist and foot work. At the end of a capital entertainment, McAuliffe came forward and issued a challenge to any five men from the Army, Navy, and Torpedo Depot to stand up to him, he undertaking to knock each one in six rounds or forfeit \$50 to each, provided they guaranteed to appear in the ring by depositing \$20.

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The other night, a Chinese was seen by the police loitering about the neighbourhood of Des Vaux Villas, The Peak. He could not explain very well what his object was, so he was taken in charge on suspicion of being there for an unlawful purpose. To-day, he was sentenced to suffer imprisonment for a month with hard labour.

Meteorological Observations.
During the month of August, the mean temperature of Hongkong was 80.6. The highest temperature was 92.7 and the lowest 72.9. There were 176.7 hours of sunshine and 149.0 inches of rain fell, the highest rain fall recorded in one day being 3.11 inches. The highest wind velocity was 27.4 miles per hour and the average speed for the month was 11.2.

Bank Notes and Specie.
The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during August are certified by the Managers of the respective Banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	8,292,522	\$1,000,000
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National Bank of China, Limited	147,866	150,000
Total	16,569,145	6,150,000

Rainfall.
The following table gives the monthly rainfall at the Observatory to the end of August, with the means and extremes for 15 years—

Month.	1884-1898.	Mean.	Max.	Min.
January	6.68	1.55	8.43	0.00
February	5.77	2.09	7.95	0.21
March	1.27	2.90	10.43	0.17
April	9.04	5.98	14.80	1.90
May	14.10	13.16	48.84	1.15
June	23.4	16.30	34.37	4.57
July	11.21	11.21	28.21	4.57
August	11.69	13.48	27.87	5.21

The year's rainfall up to the end of August amounts to 77.78 inches, and is about 22 inches below the average.

The Boxing Carnival.
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TELEGRAMS.

FRANCE AND RUSSIA.

The Paris correspondent of the Times says it is expected the result of the visit to France will be the signing of a treaty of commerce between the two nations.

FIGHTING IN CAPE COLONY.

The Boer under-Commandant Fouché made an attack upon Herschel, but was repulsed with loss.

MR MERRIMAN PAROLED.

Mr Merriman, the African member of the Cape Parliament recently placed under arrest on his own farm, has been released on parole, and is now at Capetown.

PRESIDENT MCKINLEY SHOT.

President McKinley was shot twice in the stomach at the Buffalo Exhibition. The wounds are believed to be mortal.

SOUTH AFRICA.

Important British Success.

General Buller has captured the whole of Lotter's command at Cullinstown, Cape Colony.

Nineteen Boers were killed, and 52 wounded. The captured include 12 mounted Boers, the whole of the command's baggage, Commandants Lotter and Buller, and 100 Kruger's men, and 100 Kruger's men, and 100 Kruger's men.

THE SHOOTING OF PRESIDENT MCKINLEY.

The shooting of President McKinley took place while he was holding a reception at the Buffalo Exhibition.

The President was shot twice, one bullet penetrating the breast and the other the stomach, while in the act of shaking hands with his assailant, whose revolver was concealed in a handkerchief in his left hand.

The wounded President was conveyed to the residence of a Senator, where the chest bullet, having inflicted only a flesh wound, was successfully extracted. The second bullet, which penetrated the back with the stomach, has not yet been extracted. The latest news of the President's condition is that he is rallying satisfactorily. His assistant, a Pole named Nixon, was arrested.

THE ROWTOWN STORY.

Prince Chun and his Mission have arrived at Peking, where they have been received by the high officials. His Majesty the Emperor will receive Prince Chun alone. The working of the address of Prince Chun has been much more successful than before. All reports about the Rowtown are entirely false and have a wicked tendency. A Rowtown or anything similar has never been demanded by Germany.

THE CZAR IN DENMARK.

The Czar and Czarina have arrived to-day at Copenhagen.

MORE GERMAN ENTERPRISE.

The great Hamburg shipping firm, headed by the Hamburg-American Line, intend to open and maintain large coaling wharves everywhere abroad. The first wharf will be opened soon at Port Said.

POLITICAL UNREST IN PERSIA.

The Czar's Gazette reports that a state of siege has been declared at Tehran, Persia, in consequence of riots having taken place among the people who were looking for a revolution against the Government, for having opened negotiations with Russia regarding a loan.

SIAMSE PRINCE IN GERMANY.

The Crown Prince of Siam, who is at present in Europe, has arrived at Essen to pay a visit to Krupp's establishment.

Acting Appointments.

The Gazette contains notifications of the appointments of Mr. F. J. Buckley to be Acting Captain Superintendent of Police, Acting Superintendent of Victoria Gaol, and Acting Superintendent of the Fire Brigade, and Inspector A. Mackie to be Acting Deputy Superintendent of Police and Acting Assistant Superintendent of the Fire Brigade, both during the absence on leave of the Hon. F. H. May.

The late Prince Henri of Orleans.

The obsequies of the late Prince Henri of Orleans took place at Saigon on the 29th ult. A great function was held in the cathedral, which was elaborately decorated, the pontifical mass being read by Monsignor Messier. All the clergy were present. M. Luigi, Comte de Châtillon, represented the family of the late Prince. M. Doumer, Governor General, General Duda, and all the leading officials, civil and military, attended as private mourners. Messrs Capus and Simon enlivened the deceased. The coffin, covered by a tricolor, was taken on board the Oceanic. The body is accompanied to France by M. Luigi.

HAINAN NOTES.

(From Our Own Correspondent.)

CROPS PROSPECTS.

Holow, September 6.

We have had good rains, and the crops are looking fine. Trade is good, and prices in all parts of island. We have been visited by one light typhoon that did no damage, and we hope that the crops can be harvested without destruction by bad weather.

MISSION WORK.

The American Presbyterian Mission have purchased land, and are working at the establishing of a station at Kachuk, on the east of the island. Their hospital in Holow has been changed management, owing to the leaving of Dr McCandless with his family for their father-in-law in America. Dr Russell, of the same mission, now has charge.

AN INTERNATIONAL INCIDENT.

Some excitement has been manifested among the natives over the shooting of a Chinese boy by a Frenchman on the evening of the celebration of the seventh month festival. It seems that a girl was made for a boat from the landing of the French consulate. It was about eleven o'clock at night, and as the girl was not answered about a dozen shots were fired from a revolver. The careless handling of the weapon wounded a boy in a boat on the other side of the river. The boy was taken at once to the American Mission Hospital, and it was found that the bullet had completely perforated the right lung. The boy is now slowly recovering, but it is to be hoped that we will not have a repetition of such reckless conduct, for though on Hainan we are generally reasonable and friendly to foreigners, actions like the one described above are likely to arouse any Chinese community a considerable sense of revenge when the innocent suffer with the guilty. It is reported that the parents of the boy have accepted \$100 in settlement for the injury, and it is hoped that the boy may recover and the case may cause no further excitement.

CANTON NOTES.

(From Our Own Correspondent.)

THE EXAMINATIONS.

Canton, September 6.

A considerable time before the examinations for the first degree examination this year, I indicated the probability of a considerable decrease in the numbers. The truth of that remark was fully justified by the comparatively small number of aspirants for the Sin Tse degree.

The Ku Yan or second degree examination is almost due. Besides the ordinary examination, an extra one, as a matter of grace, will be held this year, and these two examinations will bring together a much larger number of literary men than usual. The likelihood is that these examinations will be the last under the old régime. According to the Imperial Edict, the Wan Chuen, which for the last two hundred years has been the main item in the disgraceful civil service examinations, is for ever abolished.

NEW FRENCH SCHOOL.

A circular in Chinese has been published broadcast in the city and in the Shamoon announcing the opening of a school for teaching French to Chinese on the 1st day of the 8th moon (September 13). The school, which is a handsome building, is situated in the old French Yamen inside the city, near the Po-Ching St Yamen. The circular states that the breaking down of the barriers to trade and intercourse is a person for the French language being understood, for French merchants are found in all the ports. This school is established to further this object. "Let all who can read the signs of the times repair thither without delay." The French Government will meet the expense of the school, and so a small fee of \$1 a month will be charged for tuition. Pupils may be enrolled at the school or the French Consulate on the Shamoon.

MISCELLANEOUS.

The mandarins have ordered Mr Lu, the Chinaman who is constructing a steamer wharf at Wong Sha, to pay rent from the day he began work. He is willing to pay as soon as the wharf is completed, but not before, and has appealed to the Viceroy for relief from taxation in the meantime.

Consumption.

Consumption is a disease deadly in its effects. It is widely prevalent, its germs are everywhere, and only those persons in robust health are safe, comparatively, from its attack. If you have a hacking cough, long lasting, a raw throat, a weakened constitution, you are an easy prey to consumption, and should take steps at once to build up your health.

The late Prince Henri of Orleans.

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VICTORIA RECREATION CLUB.

Aquatic Sports.

President: His Excellency Sir Henry A. Blake, G.C.M.G.

Chairman: Hon. H. E. Pollock, M.P.

Constitution: Mr F. W. White, Mr A. J. Donison, Mr E. M. Hazen, Mr W. H. Reid, Mr M. McIver, Mr W. Armstrong, Mr W. S. Bailey, Mr A. A. Alves, and Mr H. W. R. Kennett.

Hon. Treasurer: Mr W. H. Pollock.

Hon. Secretary: Mr E. A. Sargent.

Umpires: Mr W. Armstrong and Mr A. J. Donison.

Referee: Mr H. W. R. Kennett.

Starter: Mr T. Black.

Official Timekeeper: Mr E. M. Hazen.

Headquarters: Mr F. W. White and Mr M. McIver.

Third Day, Saturday, September 7.

The scene at the Victoria Recreation Club on Saturday was most attractive, and was sufficient in itself to justify the change of location in some ways, but here of great benefit to the Club. The grand stand erected in front of the Clubhouse was filled to overflowing, largely by ladies, and a large barge kindly lent by the P. and O. Company's agent on the opposite side of the lake and all the beautiful colours of vintage were filled by an interested assemblage of spectators. The first race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club. The first race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

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The ninth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The tenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The eleventh race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twelfth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The thirteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The fourteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The fifteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The sixteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The seventeenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The eighteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The nineteenth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twentieth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-first race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-second race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-third race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-fourth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-fifth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-sixth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-seventh race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-eighth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The twenty-ninth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The thirtieth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The thirty-first race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

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The fortieth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The forty-first race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The forty-second race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The forty-third race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

The forty-fourth race was a 100 yards race, in which the swimmers were judged after by the energetic steward of the Club, Mr C. Leslie, who, having only one victim in the Club's service, there was no hitch from his side, and the race was a triumph for the Club.

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THIRD HEAT.

J. M. Roca Pereira Miss M. Rosa Pereira

S. A. Seth Miss M. Loureiro

C. M. S. Alves Miss M. Loureiro

C. M. S. Alves Miss M. Loureiro

C. M. S. Alves Miss M. Loureiro

C. M. S. Alves Miss M. Loureiro

C. M. S. Alves Miss M. Loureiro

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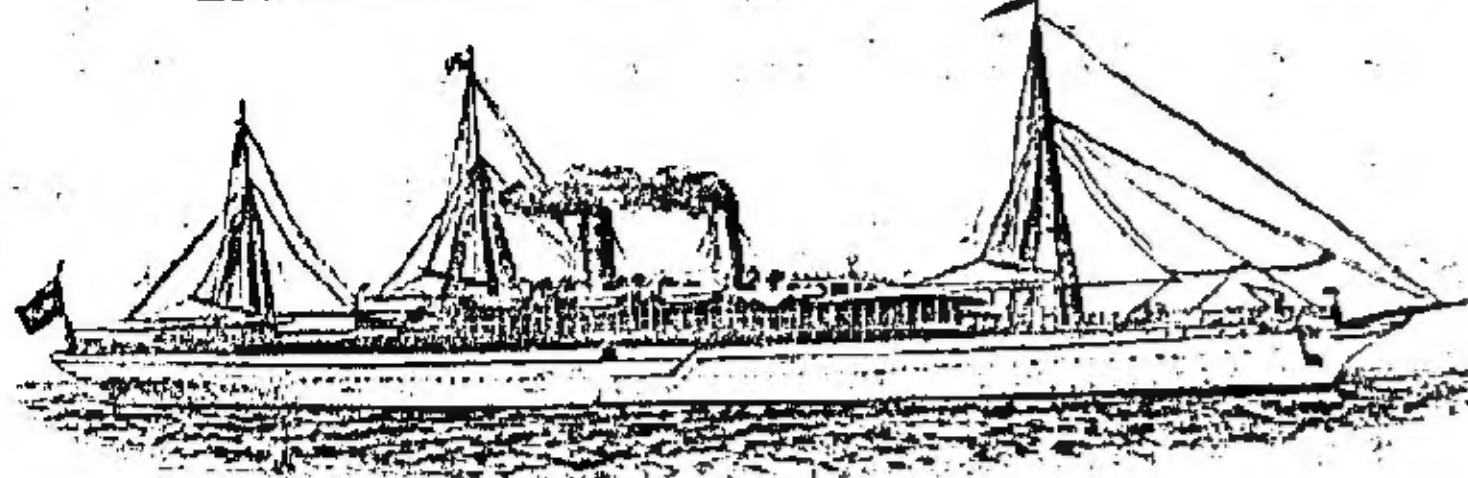
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C. M. S. Alves Miss M. Loureiro</

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B. C.
SAFETY - SPEED - PUNCTUALITY.
Twin Screw Steamships, 6,000 Tons - 10,000 Horse power - Speed 19 knots -
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

IMPRESS OF JAPAN, Comdr. H. P. H. ... WEDNESDAY, 25th Sept., 1901
IMPRESS OF INDIA, Comdr. E. ... WEDNESDAY, 25th Sept., 1901
IMPRESS OF AFRICA, Comdr. ... WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the TRANS-PACIFIC journey, and make connection at Vancouver with the PACIFIC COAST STEAMSHIP LINE, and the CANADIAN PACIFIC RAILWAY, which, without CHANGE IN 100 HOURS, (the connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.)
Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) to all Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second) to now in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World Exhibition, and the delectable MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are unequalled and operated by the Company, and their appointments and cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENS" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS and VANCOUVER, as additional sailings.
In addition to the excellent First Class Passenger accommodation, the "ATHENS" and "TARTAR" take Cabin Passengers with accommodation unequalled in the Pacific, and also Stevedores. The "TARTAR" takes First Class and Stevedore Passengers only, and also Stevedores. The "ATHENS" takes Cabin Passengers only, and also Stevedores. The run is made only between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
HONGKONG, September 4, 1901. 1112

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS: CALL AT SINGAPORE TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamers	Sailing Dates
PRINZ HEINRICH	THURSDAY, 14th September.
PRINZESSIN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 16th October.
SAARLÄNDER	WEDNESDAY, 23rd October.
KLAUSSTADT (HAMBURG-AMERIKA LINE)	WEDNESDAY, 27th November.
BAYERN	WEDNESDAY, 10th December.
STUTTGART	WEDNESDAY, 25th December.
KÖNIG ALBERT	WEDNESDAY, 8th Jan., 1902.
PRINZESSIN	WEDNESDAY, 22nd January.
PRINZ HEINRICH	WEDNESDAY, 29th February.
PRINZESSIN	WEDNESDAY, 19th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 26th March.
SACHSEN	WEDNESDAY, 26th March.

ON THURSDAY, the 14th day of September, 1901, at Noon, the Steamship PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HENTZE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. Calling at AMOY and SHANGHAI, on Tuesday, the 17th September, Cargo and Specie will be received on board until 5 p.m. on Wednesday, the 18th Sept., and Specie will be received at the Agency's Office until Noon on Wednesday, the 18th Sept. Parcels will be received at the Agency's Office until Noon on Wednesday, the 18th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen and food on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	SHANGHAI	TO	10th September.
SHANGHAI	PORT SWAMP	TO	10th September.
PORT SWAMP	LAND COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	TO	10th September.
MANILA	SINGAPORE	TO	13th September.
SHANGHAI	KYUSHU	TO	13th September.
LOILOLO AND CEBU	CHUSU	TO	15th September.
YOKOHAMA	KWANGSI	TO	20th September.
TIENSHAN	WHAMPONG	TO	20th September.
SHANGHAI AND JAPAN	WHAMPONG	TO	20th September.

* Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINE.
NORDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OCEANO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTLAND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND PENANG.	21st September, Freight.	
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND COLOMBO.	5th October, Freight.	
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND PENANG.	19th October, Freight and Passengers.	
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND COLOMBO.	2nd November, Freight.	
FOR HAVRE AND HAMBURG.	CALLING AT SINGAPORE AND PENANG.	16th November, Freight.	

HAMBURG-AMERIKA LINE.

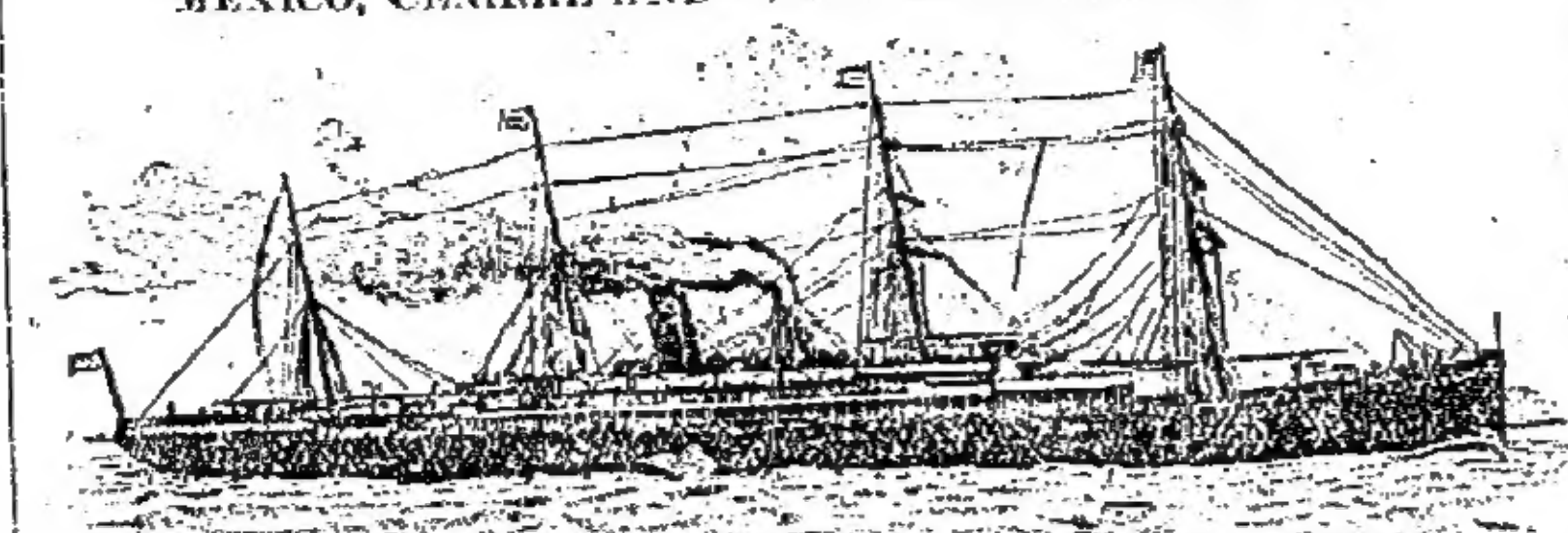
HONGKONG OFFICE
Queen's Buildings, No. 1.

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND
OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING ... TUESDAY, 24th Sept., at Noon.
CITY OF ... WEDNESDAY, 2nd Oct., at Noon.
CITY ... SATURDAY, 19th Oct., at Noon.

THE U. S. O. Company's Steamship CITY OF PEKING will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 19th Sept., at Noon, taking Freight for Japan, the United States and Europe, and Call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Pacific, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other lines, direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (first class only) to all Missions, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to all Missions, Members of the Naval and Military Services, and to European Officials in the Service of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and European Ports, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings, Hongkong, September 4, 1901. GEO. ECKLEY, Acting Agent. 989

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.
Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH
Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Deke of Erie	2921	J. S. Cox	September 10
Thompson	2857	J. Trubridge	October 1
Victoria	3502	J. Patton	October 15
Thompson	3691	W. Watt	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Dining and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 43 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYNA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
Dodwell & Co., Limited, General Agents.

Hongkong, September 3, 1901. 422

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	DESTINATIONS	DUE
GLASGOW AND LIVERPOOL	LYONS	12th September.
GLASGOW AND LIVERPOOL	ACADEMUS	19th September.
GLASGOW AND LIVERPOOL	CAIRNS	26th September.
GLASGOW AND LIVERPOOL	NANTON	1st October.
GLASGOW AND LIVERPOOL	LAERTS	9th October.

FOR LIVERPOOL DIRECT.

STEAMERS	TO	DUE
QUINCY	LIVERPOOL	15th September.
ROMANUS	LIVERPOOL	1st October.
TYDES	LIVERPOOL	1st October.
PERVUS	LIVERPOOL	15th October.
ULYSSES	LIVERPOOL	29th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, September 7, 1901. 2402

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
KAGOSHIMAMARU, K. KOBÉ	MOI, KOBÉ & YOKOHAMA.	TUESDAY, 10th Sept., at Noon.
MIKE MARU, M. YAOI	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 13th Sept., at Noon.
AWA MARU, N. TRENT	KOBÉ & YOKOHAMA.	FRIDAY, 13th Sept., at Noon.
RIJOEN MARU, O. OHSU	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBÉ and YOKOHAMA.	MONDAY, 16th Sept., at 4 p.m.
TAMBA MARU, J. W. WALK	MARSHALLS, LONDON and ANTWERP, Via SINGAPORE, COLOMBO and PORT SAID.	FRIDAY, 20th Sept., at Noon.
YAWATA MARU, A. E. MOSS	NAGASAKI, KOBÉ and YOKOHAMA.	FRIDAY, 20th Sept., at Noon.
ROSETTA MARU, N. TATE	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Buildings, 1st Floor, Chester Road.

A. S. Mihara, Manager.

Hongkong, September 7, 1901. 779

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI	Polaris	J. CHELLEN	About 13th Sept.
LONDON, &c.	Paros	R. T. COOK, R.N.R.	Noon 14th Sept.
LONDON	Paros	H. S. BRADSHAW	About 21st Sept.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 9, 1901. 979

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Steamers	Sailing Dates
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday, Sept. 17, at Noon.
Hongkong, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Nov. 5, at Noon.

THE Twin-Screw S. S. AMERICA MARU will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States & Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Pacific, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other lines, direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missions, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via the Overland Pacific, DENVER and RIO GRANDE, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings.

GEORGE ECKLEY, Acting Agent,
Hongkong, August 20, 1901. 1898

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ATAKA

will be despatched for the above Port on or about 13th September.

To be followed by the S. S. ANAPA, about 15th October, 1901.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, August 3, 1901. 1692

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE, ALASKA, and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U. S. A. to the Orient.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; To the Agents of the Company at Japan, China, Philippines and Straits; to FRANK WATERHOUSE & CO., General Agents, SINGAPORE; or to GEO. SUTHERLAND, General Agent for the East, SINGAPORE.

JARDINE, MATHESON & CO., Agents.

Hongkong, July 20, 1901. 1547

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

MOGUL, ... About 21st Sept.

SARATOGA, ... About 20th Oct.

KURUMSTAN, ...

LENNOX, ...

For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, September 7, 1901. 1806

Shipping.

PORTLAND AND ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION CO., operating the New First-Class Steamships INDRAVELLI, INDRAPURA, KNIGHT, COMPANION, between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOI, KOBÉ and YOKOHAMA.

THE Steamship INDRAVELLI, (OR.), will be despatched for PORTLAND (OR.), on or about 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to
ALAN CAMERON,
General Agent,
Hongkong, August 12, 1901. 1749

"GLEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship GLENROY, Capt. FORBES SELBY, will be despatched as above on TUESDAY the 10th Sept., 1901.

For Freight apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, September 2, 1901. 1827

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW, SWATOW & AMOY.

THE Company's Steamship ANPING MARU, Capt. S. ARSUNT, will be despatched for the above Ports, on WEDNESDAY, the 11th Inst., at Daylight.

For Freight or Passage, apply to
MITSUBUSHI KAISHA,
Agents.

Hongkong, September 5, 1901. 1851

NAVIGAZIONE GENERALE ITALIANA (FIORIO & RUBATTONI UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SEZ, PORT SAID, MENA, NAPLES, LONDON, and GENOA; also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine, and South American Ports, up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship BISIGNO, Captain BISIGNO, will be despatched as above on WEDNESDAY, the 11th Inst., at Noon.

At Daylight the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, September 6, 1901. 1861

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship DIAMANTE, Captain J. RATTEN, will be despatched as above on WEDNESDAY, the 11th Sept., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. Ship is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, September 7, 1901. 186

His Britannic Majesty's Ships on the China Station.

Name.	Flag and Description.	Tons.	GUNS.	H.P.	Captain.	Last reported at
Theresa	Austrian cruiser	370	—	—	—	—
Charnier	Austrian cruiser	5890	30	10,000	Captain Cosulich	Nagasaki
Charnier	French gunboat	300	—	—	Lieut. A. Belloy	Taku
Charnier	French flag ship	4750	8	8300	Capt. Bachne	Saigon
Charnier	French gunboat	4750	8	8300	Commander Journef	Saigon
Charnier	French gunboat	380	—	—	Lieut. Fils	Hankow
Charnier	French cruiser	4000	10	3000	Capt. Lefevre	Chinkiang
Charnier	French gunboat	3800	—	—	Capt. de Ligny St. Luc	Canton
Charnier	French gunboat	525	—	—	Commander Louel	Puoying Lake
Charnier	French gunboat	680	—	—	Commander Lemay	Saigo
Charnier	French flag ship	8114	14	12,500	Captain D. du Tourmal	Shanghai
Charnier	French cruiser	4080	14	2510	Capt. de Saune	Taku
Charnier	French cruiser	1658	—	950	Capt. Ponce	Tientsin
Charnier	French cruiser	3730	10	3000	Captain Adam	Nagasaki
Charnier	French battleship	9500	—	—	Captain Peron	Saigon
Charnier	French gunboat	1280	6	2200	Capt. de la Motte du Portal	Taku
Charnier	French gunboat	470	—	—	Capt. Frost	Taku
Charnier	French cruiser	3988	14	5500	Captain Motet	Nagasaki
Charnier	French cruiser	9457	8	6971	Captain Nery	Canton
Charnier	French cruiser	1800	—	—	Capt. Vincent	Nagasaki
Charnier	French gunboat	659	—	900	Captain Morret	Kwangchiwan
Charnier	French gunboat	—	—	—	Captain Blondel	Canton
Charnier	French gunboat	460	4	441	Comdr. Villeneuve	Foochow
Bismarck	German gunboat	1600	8	2900	Comdr. von Bassewitz	Wosung
Bismarck	German flag ship	11,000	20	14,000	Captain Graf Cholke	Nagasaki
Bismarck	German gunboat	1600	8	—	Commander Bauer	Amoy
Bismarck	German cruiser	6000	20	10,000	—	Shanghai
Bismarck	German cruiser	6000	20	10,000	Capt. von Usedom	—
Bismarck	German gunboat	1000	10	1300	Lieut. Commander Sthamer	Canton
Bismarck	German gunboat	900	10	1300	Comdr. Berger	Foochow
Bismarck	German cruiser	6382	20	14,000	Captain Gilleh	Nagasaki
Bismarck	German gunboat	1000	10	1300	Comdr. Duellhardt	Nagasaki
Bismarck	German gunboat	1120	8	1500	Comdr. Boerner	—
Bismarck	German gunboat	1600	8	2810	Comdr. Schack	Nanking
Bismarck	German gunboat	900	10	1300	Comdr. von Mittelestadt	Shanghai
Bismarck	German gunboat	—	—	—	—	Shanghai
Italian cruiser	Italian cruiser	2732	12	6500	Captain Casella	Taku
Italian cruiser	Italian cruiser	—	—	—	Captain Gagliardi	Shanghai
Italian cruiser	Italian cruiser	3898	—	—	Captain Cecconi	Hongkong
Italian cruiser	Italian flag ship	6700	—	—	Captain De Filippi C. Onofrio	Nagasaki
Italian cruiser	Italian cruiser	1500	14	—	Captain Zezi	—
Portuguese gunboat	Portuguese gunboat	600	—	—	Captain Mello	Hongkong
Russian cruiser	Russian cruiser	8500	16	1000	Captain Jakovlev	Taku
Russian cruiser	Russian cruiser	9000	—	—	Captain Volskiy	Yokohama
Russian gunboat	Russian gunboat	810	2	730	Captain Elitsky	Vladivostok
Russian gunboat	Russian gunboat	950	2	1150	Captain Dobrovolsky	Taku
Russian cruiser	Russian cruiser	1000	16	7000	Capt. Sharon	Nagasaki
Russian gunboat	Russian gunboat	600	2	800	Capt. Sembronnikoff	Taku
Russian gunboat	Russian gunboat	1490	2	900	Capt. Mikhalcheyev	Nagasaki
Russian battleship	Russian battleship	12,435	26	14,500	—	Nagasaki
Russian sloop	Russian sloop	1200	9	1150	Captain Sillink	Taku
Russian sloop	Russian sloop	1200	2	1400	Commander Kachaloff	Foochow
Russian 2nd class battleship	Russian 2nd class battleship	10,000	4	—	Captain Beklemisheff	Nagasaki
Russian gunboat	Russian gunboat	1490	2	2000	Captain Jensen	Shanghai
Russian battleship	Russian battleship	12,000	—	—	Captain Greville	Yokohama
Russian battleship	Russian battleship	11,000	—	—	Captain Greville	Nagasaki
Russian cruiser	Russian cruiser	12,900	28	—	Captain Greville	Nagasaki
Russian cruiser	Russian cruiser	1320	10	—	Captain Greville	Shanghai
Russian flag ship	Russian flag ship	10,925	26	13,250	Capt. Haupt	Taku
Russian battleship	Russian battleship	10,900	—	—	Capt. Meleusky	Nagasaki
Russian gunboat	Russian gunboat	950	2	1125	Captain Baranoff	Port Arthur
Russian 2nd class battleship	Russian 2nd class battleship	10,000	14	9500	Captain Mollas	Taku
Russian gunboat	Russian gunboat	1200	2	1125	Captain Vostolnik	Taku
Russian armored cruiser	Russian armored cruiser	6000	16	7000	Captain Prince Ouchensky	Taku
Russian gunboat	Russian gunboat	500	11	3000	Capt. Rogalia	Taku
Russian cruiser	Russian cruiser	1200	6	1194	Commander Shkruff	Nagasaki
U. S. gunboat	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	—
U. S. flag ship	U. S. flag ship	9215	32	18,769	Captain F. W. Dickens	Cavite
U. S. gunboat	U. S. gunboat	1185	8	1610	Commander C. G. Bowman	Manila
U. S. gunboat	U. S. gunboat	—	—	—	Lieut. Comdr. J. M. Heim	—
U. S. gunboat	U. S. gunboat	1600	—	—	Lieut. Comdr. W. F. Halsey	Manila
U. S. gunboat	U. S. gunboat	1392	8	1988	Comdr. R. R. Ingersoll	Shanghai
U. S. gunboat	U. S. gunboat	1073	8	2200	Commander Percy Garst	—
U. S. gunboat	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
U. S. flag ship	U. S. flag ship	11,500	41	10,000	Captain C. H. Stockton	Cavite
U. S. flag ship	U. S. flag ship	2	2	1900	Capt. T. H. Stevens	Manila
U. S. monitor	U. S. monitor	3980	6	2000	Captain O. W. Farnholt	Shanghai
U. S. gunboat	U. S. gunboat	1370	6	550	Comdr. F. M. Wise	Taku
U. S. monitor	U. S. monitor	4084	4	5244	Comdr. F. J. Drake	Canton
U. S. cruiser	U. S. cruiser	4140	—	—	Lieut. Comdr. Sperry	—
U. S. flag ship	U. S. flag ship	8296	24	17,401	Captain M. R. S. Mackenzie	Cavite
U. S. gunboat	U. S. gunboat	1000	6	800	Commander J. R. Seifridge	—
U. S. cruiser	U. S. cruiser	1000	16	1115	Commander T. B. Barry	—
U. S. gunboat	U. S. gunboat	1397	8	1884	Commander E. S. Price	Amoy
U. S. gunboat	U. S. gunboat	1710	6	1801	Commander W. Swift	Manila

